

NEW YORK HERALD

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In territory where they afford good sport. Only those who have never known the pleasures of a jaunt in the autumn through stubble and edge behind a good bird dog will quarrel with Mr. Pearson's conclusion that "in most instances the fortunes of the quail may with a fair degree of safety be left in the hands of the game protective associations, which have an intense personal interest in the preservation of the species."

Senator Couzens a Live Man.

JAMES COUZENS, appointed by the Governor of Michigan to fill the unexpired term of Senator NEWBERRY, has been an extraordinary success as a business man, has made himself one of the dominant forces in American municipal politics as Mayor of Detroit and should become a striking and commanding figure in the United States Senate.

A millionaire many times over when he was scarcely more than 40 years old, with his large fortune made entirely by his industry, ability and vision, this live, strong man, entering the Senate at 50, is fit to make his mark there through the imagination which is his endowment and the hard work which is the lot of every man that becomes an acknowledged leader in either house of Congress. But while a Republican all his life, Senator COUZENS may reveal an independence of view and a freedom of action which will be startling to both the regular parties. That was his way when he was first Police Commissioner and then Commissioner of Street Railways in Detroit. It has been his way as Mayor of that city. If it does not prove to be his way as United States Senator nobody will be more astonished than the ardent political supporters who have followed him devotedly since he parted from HENRY FORD with thirty millions of dollars in his pocket and set out, as he expressed it, to do something for the city of Detroit.

And what Mayor COUZENS did with the local transportation problem in Detroit may have a powerful bearing on what will be the attitude of Senator Couzens toward the transportation problem of the country. He put Detroit into the street car business without any illusions as to the natural incapacity of governmental agencies to do a business job as cheaply as private business interests could do it. Himself a business man of large administrative capacity and brilliant achievement, he knew better than to claim for public ownership and operation the financial results obtainable under equal conditions by personal incentive, endeavor and hope of reward. On the contrary, he admitted that this was not to be expected. But he said that this was not the question. He declared that the prime consideration in the matter of local transportation was that the public, regardless of comparative cost, must have service. And he gave the people of Detroit street car service.

If Senator COUZENS holds fast to that view of the imperative necessity of service for the public in the national transportation field as in the local transportation field he is likely to become not merely a new factor but a powerful force in the determination of the cardinal issues of the American railway system, the coal situation, agricultural credits and every other question that involves essential service for the American public.

And if Senator COUZENS now goes into those national problems with the energy and the strength he put into the Detroit problem it would not surprise The New York Herald if he were practical as well as revolutionary in his proposals for solving those problems. His large business sense, coupled with his large common sense, might well move him, for example, to approach either the railroad or the coal problem from the angle of a vast, reorganized, consolidated and generally unified alliance of a few great systems under private, not government, ownership and operation but under Federal sanction and control, with the fat carrying the lean, so that all those industrial behemoths might live while the public got service.

A Poet of Few Songs.

That slim book of poems which will last as long as English is read, "A Shropshire Lad," was published in 1896, when A. E. HOUSMAN, its author, was 37. In the twenty-six years that have since elapsed HOUSMAN published no successor to his first book. Now, at 63, he is the author of "Last Poems." This too is a small volume, and these two books, so slight in bulk, will probably mark the beginning and the end of HOUSMAN's course in English literary history.

Most of the poems in "A Shropshire Lad" were written years before the date of their publication, but he did not let the book out of his hands until every line was chiseled beyond reproach.

The age of 37 years is a late date for a poet's first volume. BRYON was 36 when he died, after a life turbulent with action, interspersed with long excursions into poetry. KEATS and SHELLEY had done their work and been dead several years at the age at which HOUSMAN produced "A Shropshire Lad." Their fame is greater but no more secure than that of this late comer.

But that little is perfect of its kind, and the best that any poet does is to leave a few lines that are permanently treasured.

Poets, long after they are dead, are seldom read in their entirety, except those who are stretched on the rack in the classroom, and they often are not read afterward at all. Better for those of those who traveled light, like THOMAS GRAY, than one whose fame staggers under heavy burdens, like WORDSWORTH.

A century hence, when HOUSMAN's name is still fresh, the dust will be thick on most of the quantity producers of his time, for it is only the great genius who can afford to be the author of too much.

Morvich Quits the Turf.

Whether Morvich ever races again or spends his future life in the stud, according to the present plan of his owner, the son of Runnymede will be remembered as a two-year-old of dazzling speed and courage.

Early writers on the race horse, and both the thoroughbred and the standard bred types may be included under this head, deplored the training and racing of horses before they had arrived at maturity. These authorities argued that early training meant early decline. One of the most insistent opponents of early training was HENRY WILLIAM HERBERT, who won fame under the name of Frank Forester. He was followed by CHARLES J. FOSTER, who not only expressed his own belief that early racing was bad for the thoroughbred and the trotter but quoted experts like HIRAM WOODFORD, whose book on the care and training of the trotter is a classic.

These men argued earnestly against the practice of training three-year-olds. What would they say if they were in the flesh to watch races at heats as they are now held between two-year-olds?

The fact is that the thoroughbred matures rapidly and this is in a measure responsible for his early exploitation in racing, but back of this is the desire on the part of breeders and owners to get quick returns on their investments. The breeder markets the produce of his stud as yearlings. The buyers race them the following year. The size of stakes for juveniles is a powerful incentive to follow this practice.

Because of this every season produces examples of thoroughbreds that are as good in their two-year-old careers as they are at any time in their lives. Occasionally one of them is better at two years than he ever is after that age. Morvich belonged in this class. The day he won the Walden Stakes in Maryland over the mile course he was at the top of his form. His victory in the Kentucky Derby was not as good a performance as his victory at Pimlico.

Whether Morvich will be a success as a sire of race horses is a problem. He is going into the hands of the expert Miss DAINFELD, who is already the custodian of Man o' War. In her charge he will have his chance.

Turks Disregard Allied Decision.

The revolt of the Turks in western Thrace against the decision of the allied Powers to deny a plebiscite to that controverted territory adds a disturbing complication to the already perplexing situation with which the Lausanne conference is struggling. According to the latest news from Constantinople, the Turks are well supplied with machine guns and ammunition. They have seized Xanthi and set up their own Government and are besieging Dedagatch, the seaport Bulgaria seeks to obtain by decision of the conference.

Western Thrace is still in the hands of the Greeks. It is a Greek garrison that is holding Dedagatch against the Turkish rebels outside the walls and the Turkish inhabitants inside, who are strongly in sympathy with the besiegers. Greece has in western Thrace only the remnants of some of the army corps which fled from Asia Minor after KEMAL's advance to the coast. They are poorly equipped, and in the present unsettled condition of Greek affairs it is doubtful whether the Government is in position to enforce strongly repressive measures against the Turkish revolutionists.

In the northern part of this Thracian territory a Turkish Nationalist army appeared a few days ago before Karagatch with the intention of occupying the town. Karagatch is the railroad station for Adrianople; it is about two miles from the city, and as it lies west of the Maritza River it was not included in the Thracian award made by the Mudania treaty to the Turks.

Two Questions Answered. Princeton's President Urges That America Again Prove That She Has a Soul.

HOUSTON, TEXAS, Nov. 30.—Declaring that America should cancel at least part of her war debt from the Allies to make sure that the world was a war to end wars, President John Orie Hibben of Princeton University in an address at Rice Institute here today asserted that "now is the time for the United States to gauge whether the war sacrifices of the country have been in vain."

"A great toll," he said, "was paid by the Allies in the year when we were in preparation to enter the war. If we exact further payment in money we will be demanding that the Allies pay the debt they owe us twice over. It may be said by some that while this is a generous solution on our part of some of the difficulties of Europe, it is not right that the nation should forgo a contractual debt, that the Government is the trustee of the funds of its people and must safeguard the financial interests of its citizens. But if the people themselves demand it they have the right to sacrifice their own interests in view of a higher end possible of civilization."

"We have already manifested this spirit on a small scale in our history. The indemnity given to us by China on account of the Boxer rebellion was found to be larger than the claims of our American citizens. Consequently we returned \$12,000,000 to China. A similar action now on our part would not only give new courage and hope to Europe but would bring to our American people again the same elevation of spirit which we experienced in the years of 1917 and 1918 during the world war. It is a great day in the history of mankind when a powerful nation shall rise up and prove to all the world that it has a soul."

"If we are wise enough and great enough to do this thing we should very carefully safeguard our generosity through the demand that the nations of Europe should balance their budgets as to wipe out the present annual deficits. They cannot do this, however, without a very substantial reduction of all their army and navy appropriations. To reduce their armaments and war appropriations they must be delivered from the bondage of fear, the fear of invasion and the source of war. This is particularly true in the case of France. An assurance of this kind can be gained only by means of the combined authority of the great Powers of the world reorganizing the sovereignty of their continent in the days of the world war, to the end that there may be 'Peace on earth and good will toward men.'"

"But European nations cannot at present give this assurance of immunity from invasion and war without the active help and cooperation of the United States in their councils. It is very evident that they would welcome our presence, whatever conditions we may be able to offer."

President Aydelotte closed his address with an appeal "to translate the best of our private thought and feeling into public action, to forget our selfish interests and material benefits and dedicate ourselves to the task of expressing the greatness and idealism that are inherent in America."

Other agencies combined this country, initially inconspicuous, has become the most prosperous of nations.

A centennial of American railroads then; a celebration of national scope and perhaps even of international interest, representing the combined energies of every American railroad—such, in substance, is the specific question relating to anniversary activities which the Railway Age urges all railroads now to consider.

Reviewing the past, when has another topic of railway interest arisen which admits of so universal an appeal? When will so opportune an occasion again present itself for the railroads to engage the attention of the public? Carefully planned, it should accomplish much in renewing that pride in nearly 2,000,000 workers who have made the railroads their contentment; properly studied, it should augment the harmony between railroads which simplifies the working out of mutual problems, and conducted on a sufficiently large scale it would establish a contact with a great mass of American citizenry which, though but temporary, will mean much to railroads in the future.

A centennial celebration of American railroads, it cannot be gainsaid, would be an event in a hundred, an opportunity which should not be missed.

Runyan's Tomb.

John Runyan's tomb in Winthill Fields Rural Cemetery, City Road, London, which has recently been restored at the joint expense of the Congregational and Baptist Unions, was formally dedicated recently. Dr. Carlisle said the restoration of the tomb had been a reproach to all English representatives of literature and religion. Runyan had long since entered the company of immortals.

"The Pilgrim's Progress" was now issued by the Religious Tract Society in 11 languages and dialects. Mrs. John Brown, widow of Dr. Brown, for thirty-nine years minister of Runyan's Meeting House at Bedford, unveiled the tomb.

The Pasture Pool.

From the Kansas City Times.

The smartwits lift its cloud of soft pink bloom. And trim the edges of the pasture pool. It's midweek, but a Sunday silence hangs—The children have gone back again to school. I miss the chatter of their tight little shoes. Their happy laughter made the whole farm gay—Yet something comforts me that's kind of strange. The first wild ducks lit on the pool to-day!

THE WEATHER.

For Eastern New York—Unsettled and warmer with probably showers to-day; to-morrow clearing and colder; increasing south and southerly winds.

For New Jersey—Cloudy and warmer with probably showers to-day; to-morrow clearing and colder; increasing south and southerly winds.

For Northern New England—Rain and warmer to-day; to-morrow clearing and colder; increasing southerly winds.

For Southern New England—Unsettled and warmer with probably showers to-day; to-morrow clearing and colder; increasing southerly winds.

For Western New York—Showers to-day; to-morrow partly cloudy and colder; possibly snow flurries near the lakes, increasing southerly winds.

Observations at United States Weather Bureau stations, taken at 8 P. M. yesterday, seventy-fifth meridian time:

Stations.	High.	Low.	Bar.	Wind.	Weather.
Albany	44	32	30.08	SE	Cloudy
Albany	44	32	30.08	SE	Cloudy
Albany	44	32	30.08	SE	Cloudy
Albany	44	32	30.08	SE	Cloudy
Albany	44	32	30.08	SE	Cloudy

LOCAL WEATHER RECORDS.

Barometer	8 A. M.	8 P. M.
Barometer	30.08	30.20
Wind	SE	SE
Wind-direction	SE	SE
Wind-velocity	10	10
Weather	Cloudy	Cloudy
Precipitation	0.00	0.00

THE TEMPERATURE IN THIS CITY YESTERDAY, AS REPORTED BY THE OFFICIAL BUREAUS, IS SHOWN IN THE ANNEXED TABLE:

Time.	1922.	1921.	1920.
8 A. M.	34	34	34
10 A. M.	35	35	35
12 M.	36	36	36
2 P. M.	37	37	37
4 P. M.	38	38	38
6 P. M.	39	39	39
8 P. M.	40	40	40
10 P. M.	41	41	41
12 M.	42	42	42

At 10 A. M. temperature, 35 at 6 A. M. At 8 P. M. temperature, 44.

EVENTS TO-DAY.

Young People's League, United Synagogue of America, opening of three day session, Jewish Theological Seminary, 521 West 123d Street.

Metropolitan Museum of Art, study hour for manufacturers and designers, Grace Corcoran.

League for Political Education, Prof. Bruno Tesell will talk on "The Situation in Italy." Town Hall, 11 A. M.

Hunter College, class of '20, luncheon, Hotel Astor, 1 P. M.

New York City Federation of Women's Clubs, meeting, Hotel Astor, 2 P. M.

American Criticism Society, luncheon, Hotel Commodore, 1 P. M.